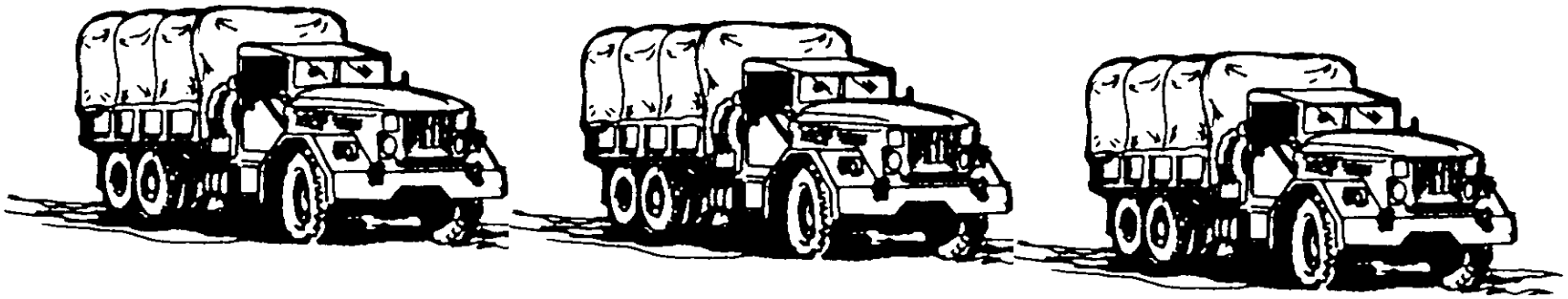
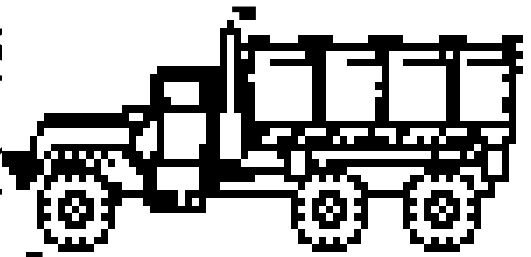
I Corps and Fort Lewis
CONVOY SAFETY
Standard Briefing Package



CONVOY SAFETY

Every year Army Motor Vehicle (AMV) convoy accidents are reported to the U.S. Army Safety Center. These accidents result consistently in a cost to the Army of numerous fatalities, injuries, and millions of dollars in property damage.

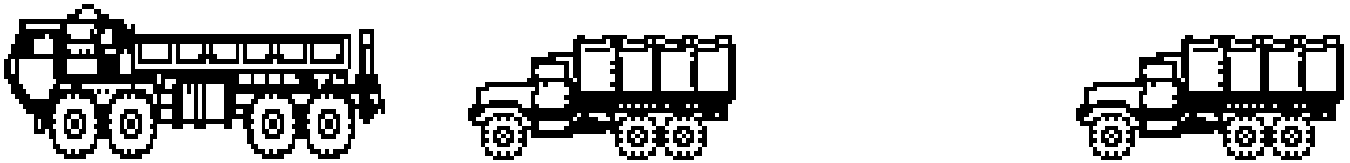


TOP THREE ACCIDENT CAUSES

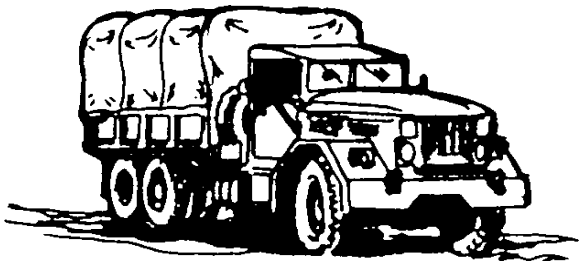
FOLLOWING TOO CLOSE

SPEEDING

FATIGUE



STANDARDS



AR 55-29

AR 385-55

AR 600-55

FL Reg 55-2

FL Reg 350-30/31

FL PAM 385-1-1

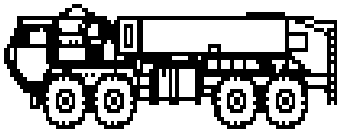
TC 21-305

FM 55-30

FM 55-312

RESPONSIBILITIES

UNIT COMMANDERS:



- **Ensure risk management is applied to convoy operations.**
- **Carefully select and thoroughly brief convoy commanders on their duties and responsibilities.**
- **Ensure battalion-level driver training is IAW AR 600-55.**
- **Ensure unit SOP specifically addresses duties and responsibilities of drivers, assistant drivers, and senior occupants.**
- **Enforce safety belt use in vehicles equipped with seat belts.**

RESPONSIBILITIES

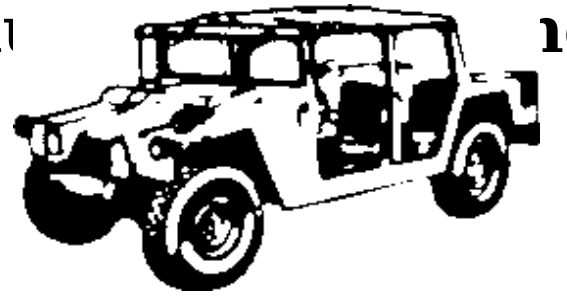
CONVOY COMMANDERS:

- **Have knowledge of all restrictions required by Ground Precautionary Messages, Safety of Use Messages, Safety Alert Messages, etc., for vehicles in the convoy.**
- **Ensure that special attention is placed on seatbelt use.**
- **Ensure rest stops are used and maximum driving times are IAW AR 385-55.**
- **Ensure troops are briefed on convoy speeds, catch-up speed, following distance, etc.**

RESPONSIBILITIES

SERIAL OR MARCH UNIT COMMANDERS :

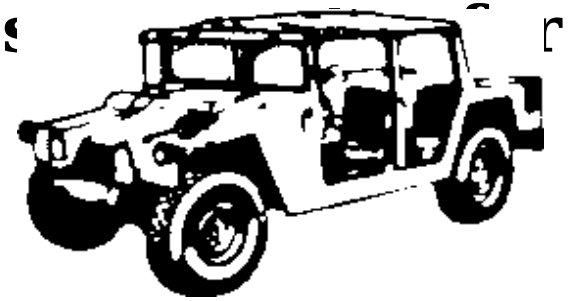
- **Maintain positive control of convoy serial or march unit at all times.**
- **Be in a position where they can best control their convoy element.**
- **Supervise the operation of the serial or march unit and ensure break downs and other emergency proced[illegible]nded to properly.**



RESPONSIBILITIES

DRIVER AND ASSISTANCE DRIVER:

- **Have knowledge of all restrictions required by Ground Precautionary Messages, Safety of Use Messages, Safety Alert Mes[illegible] their vehicle.**



- **Use seat belts at all times.**
- **Use rest stops to stretch and relax.**
- **Use only the briefed convoy speed, catch-up speed, and following distances.**
- **Follow all directions given by convoy and serial commanders.**
- **Respond to emergency situations as**

RESPONSIBILITIES

SENIOR OCCUPANT:

- **Assist the driver in such operations as backing and alerting the driver to hidden obstacles and hazards**
- **Ensure seat belts are used at all times.**
- **Ensure rest stops are used and maximum driving times are IAW AR 385-55. If driver is tired take action to replace him or her.**
- **Ensure driver operates vehicle at the authorized convoy speed, catch-up speed, and following distance.**
- **Ensure driver does not violate traffic laws.**

CONVOY STANDARDS

- **Identify each march column with convoy flags (unless prohibited by host nation).**
- **Clean lights, reflectors, reflective tape and delineator plates.**
- **Convoy must use right lane when traveling on multi-lane roads.**
- **Comply with inclement weather road condition standards (AR 385-55).**
- **All over size and over weight vehicles will be marked IAW USDOT, state and host country standards.**
- **Rotating (or 180-Degree Flashing) Amber Warning Lights (RAWLs) first and last convoy**

CONVOY STANDARDS

p.2

- **All vehicles in convoy will adhere to the vehicle interval requirements to provide adequate space for passing vehicles.**
- **Space between vehicles in an open-column march unit will be at least a two-second interval.**
- **Follow speed limits identified by regulations and state laws. Special emphasis must be put on the M939 Series 5-ton truck maximum speed limits.**
- **No passing!**
- **15-minute rest halts every 2-3 hours or 100-**

CONVOY STANDARDS

p.3

- **Eye protection (goggles) for vehicle commanders, drivers and assistant drivers when windshield is down or no windshield**
- **Trailers--have safety chains, all lights and signals operate**
- **Low beams on at all times unless prohibited by SOFA or local laws**
- **Highway warning kit on all vehicles**
- **Not more than 10 continuous hours of driving—If more needed for mission, qualified assistant must be in each vehicle**
- **Not more than 12 hours combined duty in**

CONVOY STANDARDS

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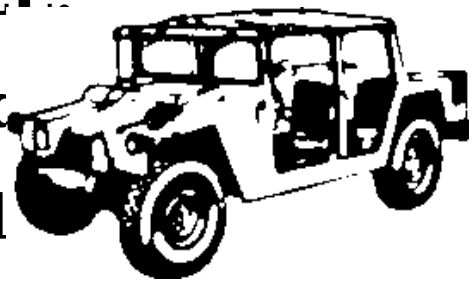
KEVLAR HELMETS WILL BE WORN UNDER THE FOLLOWING CONDITIONS:

- **When driving or riding in a tactical vehicle in range and training areas**
- **When driving or riding in a non-tactical vehicle participating in training exercises when the Kevlar is designated as part of the duty uniform.**

CONVOY STANDARDS

LEAD ESCORT VEHICLE (LEV) WILL:

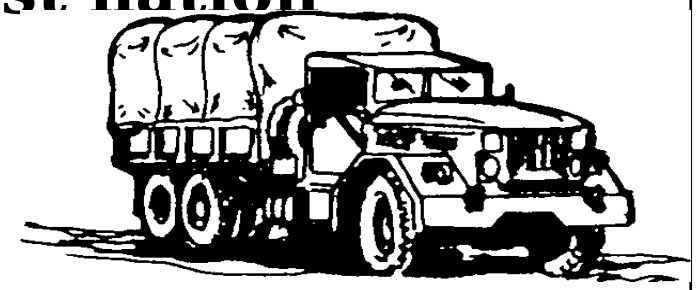


- **Be designated by convoy commander.**
- **Set and maintain pace established by the convoy commander.**
- **Check the time at start point, critical point, checkpoints, and release point.**
- **Advise the convoy commander of any obstacles or road hazards that may cause a deviation from established route.**
- **Slow the convoy speed in preparation for exits, highway entrances and tunnels.**
- **Display a sign with the words “Convoy Follows” in English and the host nation language (where applicable).**

CONVOY STANDARDS

TRAIL ESCORT VEHICLE (TEV) WILL:

- **Be designated by convoy commander**
- **Be a 2 1/2 ton or larger vehicle.**
- **Not transport personnel or hazardous material.**
- **Not haul a trailer.**
- **Display a sign with the words “Convoy Ahead” in English and the host nation language (when applicable).**
- **Have a working RAWL**



PREOPERATION REQUIREMENTS

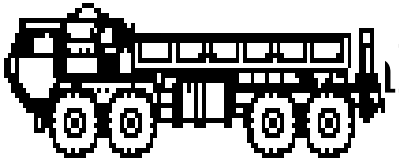
CONVOY AND SERIAL COMMANDERS WILL:

- **Review the operating standards in FL Reg 55-2.**
- **Conduct risk management of the convoy.**
- **Identify hazards along the march route. A physical reconnaissance of the march route should be conducted.**
- **Prepare and distribute convoy strip maps to each driver during the pre-mission briefing.**
- **Limit march units to 25 vehicles and march serials to no more than 5 march units (under normal circumstances).**

PREOPERATION CHECKS

CONVOY AND SERIAL COMMANDER WILL ENSURE:

- **Drivers are aware of any restrictions required by special permits (e.g., hazardous cargo and special hauling permits).**
- **Drivers and assistant drivers hold valid OF-346.**

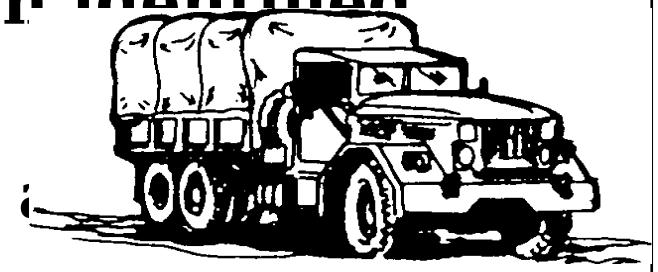


- **Radio checks are completed.**
- **Each vehicle has a strip map.**
- **A safety briefing is given to all participants, should be done as part of the pre-mission brief.**

PREOPERATIONAL CHECKS

CONVOY AND SERIAL COMMANDER WILL ENSURE:

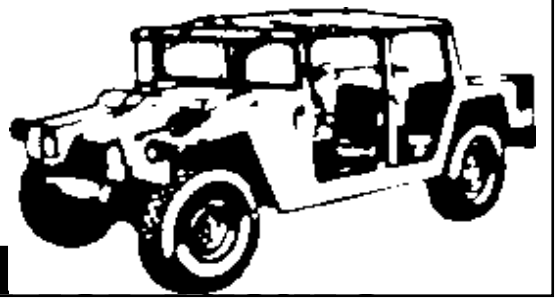
- **Intervals have been discussed.**
- **Safety equipment (RAWLs as needed, first aid kit, and highway warning kit) is present for each vehicle IAW AR 385-55.**
- **Convoy signs are placed on the lead and trail vehicles.**
- **Hazards or threats have been identified along the route.**
- **Required security measures are implemented.**



POST OPERATIONAL CHECKS

CONVOY AND SERIAL COMMANDER WILL ENSURE:

- **Ensure all vehicles and personnel are accounted for.**
- **Ensure all accidents no matter how minor have been reported to the chain of command.**
- **Debrief drivers to identify hazards identified during convoy and report them to the convoy control center and chain of command.**
- **Identify weak drivers who may additional training.**
- **Make notes for lessons learned convoys with this unit.**



SUMMARY

- **Convoys that are conducted to standard normally involve less risk.**
- **Leaders should take steps now to ensure drivers training and vehicle maintenance are to standard.**
- **Good risk management can identify most hazards and leaders can take steps to reduce or eliminate those hazards.**
- **Since many accidents involve speeding, following too close and fatigue it is best to focus efforts to reduce these causes.**
- **Preoperational checks can identify last minute issues that can create hazards.**